Soviet Union can rely on rich experience in the execution of projects of this type. Sufficient preparations in this direction have been made, as is summarized in the Atlas of Sources of Energy in the USSR, and from these preparations it can be seen what significant sources of energy, precisely in water power, still lie unused. The potential energy of water power in the Buryat-Mongol ASSR is estimated to be 7 million kilowatts. Chita Oblast is considered to be less favorable. The other Far Eastern regions are all the more richly equipped: their energy is reckoned to be 31 million kilowatts.

The Processing Industry

Some of the various branches of the processing industry have already been mentioned in the discussion of the raw material concerned. This applies especially to the wood and fish industries, which far exceed all other industrial branches, both in the number of plants and in the number of employees in these plants. From the extraordinary wealth of fish and wood it follows that the Far Eastern regions can not only supply themselves with these products but also that with their surplus they can contribute significantly in increasing measure to the supplying of the other parts of the Soviet Union. Wood, wood products, fish, and fish goods, therefore, form also the principal freighted goods which are sent out of the Far Eastern regions. World War II has had an extraordinary influence /177/ on the development of the other branches of industry. Various plants which had been moved to the Far East remained there after the end of the war; other plants were newly created or switched to another type of production in order to replace the loss in production in the areas affected by the war or also to ensure their own needs. Thus the supply situation today is generally more favorable than before World War II, and after this war it has been further improved by the erection of new installations.

In the selection of the location of the industrial plants the same principle apparently appears again and again. This principle is to so distribute these plants regionally in the vast area of the Far Eastern regions so that long transportation hauls are avoided as much as possible. The goal of this planning is to so equip the various areas with industrial plants so that each region can supply its own principal needs. The best example of this is the city of Magadan, from which the mining districts on the upper Kolyma are supplied and whose harbor is free of ice for scarcely six months. Besides repair installations for ocean-going ships

Mountain Range to the upper course of the Tyrma and then follows this river to the point where it empties into the Bureya. The railroad had already been completed as far as Ust'-Tyrma in 1942. Since then the construction of this railroad, which now runs parallel to the course of the Bureya, has been continued via Chekunda to Umal'ta. With this an outlet has been created for Bureya coal toward the south to the Amur Railroad, but the waterway of the Bureya is also used to transport the coal away. The expansion of this waterway is being worked on. In addition, there is the fact that the Baykal-Amur Railroad also crosses the same region. This railroad leaves the Selemdzha at Norsk, crosses the Turana Ridge and reaches the middle course of the Bureya at Chekunda, to continue further over the Bureya Mountain Range to Komsomol'sk.

The construction of both these railroads in the sphere of the Bureya Mountain Range has above all an industrial significance. Next to coal, wood is the most important item for transport which this region can supply. In the traffic going the other way, the bringing in of food is probably the main task of the railroads. The Bureya also plays a certain role in this connection; for, according to various reports, continuous loads of grain go up the river during the period when it is navigable. The supplying of the new Bureya coal region must be assured from outside because the Bureya valley itself is very unfavorable for agricultural settlement. Everywhere here the Bureya has the character of a mountain river. Its valley between Ust'-Umal'ta and Ust'-Niman is up to 3 kilometers wide, but the river, which here is very wild, regularly floods a part of this country and causes extensive swampiness. From Ust'-Niman to Chekunda the right bank is steep and rocky; the left bank is, to be sure, level, but it is taken up by swamps which are difficult to travel. Below Chekunda as far as the settlement of Paykan the valley narrows, and on both sides the rocky mountains come right down to the shore. Only shortly before leaving the mountain ranges does the valley meadow widen into an area favorable for settlement. Thus the prospects for agrarian settlement in the area of the Bureya valley are not very good, and it will require long years of difficult cultivation work before the new coal mining region will be able to supply its own food.

If we survey the entire Bureya Highland, then, it can be determined that, apart from the spottily occupied gold regions in the north and apart from the Bureya and Tyrma valleys which are now filling up with people in a limited area, the other regions are as good as